



Application

17066 - 2022 Transit Expansion

17605 - Shakopee to Brooklyn Center Express

Regional Solicitation - Transit and TDM Projects

Status:

Submitted

Submitted Date:

04/14/2022 3:16 PM

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## Primary Contact

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Burnsville    Minnesota    55337  
City    State/Province    Postal Code/Zip

Phone:\*

952-230-1232  
Phone    Ext.

Fax:

What Grant Programs are you most interested in?

Regional Solicitation - Transit and TDM Projects

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## Organization Information

Name:

MN VALLEY TRANSIT AUTH

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: 100 E HWY 13

\* BURNSVILLE Minnesota 55337  
City State/Province Postal Code/Zip

County: Dakota

Phone:\* 612-882-7500  
Ext.

Fax:

PeopleSoft Vendor Number 0000003737A1

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## Project Information

Project Name Shakopee to Brooklyn Center Express

Primary County where the Project is Located Hennepin, Scott

Cities or Townships where the Project is Located: Shakopee, Prior Lake, Brooklyn Center

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

MVTA has developed a concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to build connections to Scott County, most notably to provide transportation to large employers.

Just a few of the prominent businesses operating in Scott County include SMSC Gaming Enterprise, Amazon, Valley Fair Amusement Park, Cyberpower Systems, Inc. Canterbury Park, Mayo Clinic Health System, Shutterfly, and more.

Building reliable public transportation connections to and from this region would prove beneficial for local and neighboring communities alike.

*(Limit 2,800 characters; approximately 400 words)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)**

CMAQ: Operating Funds for New Shakopee-Brooklyn Center Street Express Route

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

**Project Length (Miles)** 39.8

to the nearest one-tenth of a mile

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$4,297,912.44

**Match Amount** \$1,074,478.11

Minimum of 20% of project total

**Project Total** \$5,372,390.55

For transit projects, the total cost for the application is total cost minus fare revenues.

**Match Percentage** 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

**Source of Match Funds** MVTa General Fund Dollars

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

## Preferred Program Year

**Select one:** 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

**Additional Program Years:** 2024, 2025

Select all years that are feasible if funding in an earlier year becomes available.

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## For All Projects

**Identify the Transit Market Areas that the project serves:** Market Area II, Market Area III, Market Area IV

See the "Transit Connections" map generated at the beginning of the application process.

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## For Park-and-Ride and Transit Station Projects Only

**County, City, or Lead Agency**

**Zip Code where Majority of Work is Being Performed**

**(Approximate) Begin Construction Date**

**(Approximate) End Construction Date**

**Name of Park and Ride or Transit Station:**

e.g., MAPLE GROVE TRANSIT STATION

**TERMINI: (Termini listed must be within 0.3 miles of any work)**

**From:**

**(Intersection or Address)**

**To:**

**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At:**

**(Intersection or Address)**

**Primary Types of Work**

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, PARK AND RIDE, ETC.*

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## **Requirements - All Projects**

### **All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

## Goal A - Transportation System Stewardship

(Strategies A1, A3)

The proposed transit service would further enhance the transportation system for the entire Twin Cities region by creating strong all-day connections between existing transit facilities. Leveraging these existing resources will expand reliable and efficient mobility for riders in both existing and emerging Transit Market Areas.

## Goal B - Safety and Security

(Strategies B1, B6)

The proposed transit service will adhere to MVTA best practices for safety and security and considerations across the planning and operation of the specified route. The route will further Vision Zero by working to reduce the number of Single-Occupancy Vehicles on the road.

## Goal C - Access to Destinations

(Strategies C3, C4, C11, C17)

The proposed transit service will reduce congestion on major roadways, river crossings, and interstate corridors and optimize multimodal options across the region, reducing the overall effects of Single-Occupancy Vehicles. The service focuses on major job and employer connections and reaching historically underrepresented populations, servicing the Shakopee and Brooklyn Center area, falling within Regional Environmental Justice Areas. The

**Briefly list the goals, objectives, strategies, and associated pages:**

service functions as a suburb-to-suburb type express route, a type of service in which MVTA has historically seen strong growth and resilience over time, particularly in the context of the pandemic ridership impacts. This route serves to provide residents in these area opportunities to connect regionally to significant clusters of job opportunities in suburban areas.

#### Goal D - Competitive Economy

(Strategies D1, D3)

The proposed transit route will connect communities across the urban core and suburban areas, provide increased connections to regional job opportunities and increase the share of modal choices.

#### Goal E - Healthy and Equitable Communities

(Strategies E1, E2, E3, E6, E7)

The proposed transit service will address reduction of emissions by facilitating a mode shift away from Single-Occupancy vehicles and to alternative transit modes, in support of regional and statewide goals to curb greenhouse gas emissions within the transportation sector.

*Limit 2,800 characters; approximately 400 words*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

City of Apple Valley 2040 Comprehensive Plan,  
Transportation Goals 1, 2, 5 and 6.

City of Burnsville 2040 Comprehensive Plan,  
Transportation Goals 1, 3, 4, 5, and 8.

City of Eagan 2040 Comprehensive Plan,  
Transportation Goals 1, 3, 4, and 6.

City of Prior Lake 2040 Comprehensive Plan,  
Transportation Goals 3 (Access to Destinations), 5  
(Healthy Environment), and 6 (Leveraging  
Transportation Investment to Guide Land Use).

City of Rosemount 2040 Comprehensive Plan,  
Transportation Goals 3 (Access to Destinations), 5  
(Healthy Environment), and 6 (Leveraging  
Transportation Investment to Guide Land Use).

City of Savage 2040 Comprehensive Plan,  
Transportation Implementation Goals 3 and 5.

City of Shakopee 2040 Comprehensive Plan,  
Transportation Goals 1 and 2.

**List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.**

*Limit 2,800 characters, approximately 400 words*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.*

**Check the box to indicate that the project meets this requirement. Yes**

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

**Check the box to indicate that the project meets this requirement. Yes**

*6. Applicants must not submit an application for the same project elements in more than one funding application category.*

**Check the box to indicate that the project meets this requirement. Yes**

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

**Transit Expansion:** \$500,000 to \$7,000,000

**Transit Modernization:** \$500,000 to \$7,000,000

**Travel Demand Management (TDM):** \$100,000 to \$500,000

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement. Yes**

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.**

**Date plan completed:**

**Link to plan:**

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation:** Yes

**Date self-evaluation completed:** 04/29/2020

**Link to plan:**

**Upload plan or self-evaluation if there is no link.** 1649682457180\_ADAPolicy\_FINAL-04292020.pdf

*Upload as PDF*

**(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.



Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

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## Requirements - Transit and TDM Projects

### For Transit Expansion Projects Only

1. The project must provide a new or expanded transit facility or service. Applications cannot include the reinstatement of service to routes that were reduced or suspended as a result of the COVID-19 pandemic. Transit Expansion projects must be proposing expanded service beyond what existed prior to March 2020 service changes.

Check the box to indicate that the project meets this requirement. Yes

2. The applicant must have the capital and operating funds necessary to implement the entire project and commit to continuing to fund the service or facility project beyond the initial three-year funding period for transit operating funds if the applicant continues the project.

Check the box to indicate that the project meets this requirement. Yes

### Transit Expansion and Transit Modernization projects only:

3. The project is not eligible for either capital or operating funds if the corresponding capital or operating costs have been funded in a previous solicitation. However, Transit Modernization projects are eligible to apply in multiple solicitations if new project elements are being added with each application. Each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.

Check the box to indicate that the project meets this requirement. Yes

4. The applicant must affirm that they are able to implement a Federal Transit Administration (FTA) funded project in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices. Furthermore, the applicant must certify that they have the technical capacity to carry out the proposed project and manage FTA grants in accordance with the grant agreement, sub recipient grant agreement (if applicable), and with all applicable laws. The applicant must certify that they have adequate staffing levels, staff training and experience, documented procedures, ability to submit required reports correctly and on time, ability to maintain project equipment, and ability to comply with FTA and grantee requirements.

Check the box to indicate that the project meets this requirement. Yes

### Travel Demand Management projects only:

The applicant must be properly categorized as a subrecipient in accordance with 2CFR200.330.

Check the box to indicate that the project meets this requirement.

The applicant must adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.

Check the box to indicate that the project meets this requirement.

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$1,860,000.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$1,860,000.00</b>

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## Transit Operating Costs

Number of Platform hours	35496.62
Cost Per Platform hour (full loaded Cost)	\$98.95
Subtotal	\$3,512,390.55
Other Costs - Administration, Overhead, etc.	\$0.00

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## Totals

Total Cost	\$5,372,390.55
Construction Cost Total	\$1,860,000.00
Transit Operating Cost Total	\$3,512,390.55

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## Measure A: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	28876
Post-Secondary Enrollment within 1/4 (bus stop) or 1/2 mile (transitway station) buffer	0

Existing employment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

Upload the "Letter of Commitment"

*Please upload attachment in PDF form.*

Existing Post-Secondary Enrollment outside of the 1/4 or 1/2 mile buffer to be served by shuttle service (Letter of Commitment required)

**Upload the "Letter of Commitment"**

*Please upload attachment in PDF form.*

**Explanation of last-mile service, if necessary:**

*(Limit 1,400 characters; approximately 200 words)*

**Upload Map**

*Please upload attachment in PDF form.*

Routes 497 and 499 provide last-mile connections in and around Shakopee while SW Prime provides opportunities to connect to Eden Prairie. Marschall Road Transit Station has been identified as a candidate for a regional Mobility Hub.

1649365583392\_PopulationEmployment\_BCTC.pdf

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## Measure B: Transit Ridership

**Existing transit routes directly connected to the project**

5, 22, 447, 490, 491, 492, 493, 495, 497, 499, 600, 717, 721, 722, 723, 724, 761, 801, 923-METRO C Line

*Select all routes that apply.*

**Planned Transitways directly connected to the project (mode and alignment determined and identified in the Current Revenue Scenario of the 2040 TPP)**

METRO Green Line Extension (Southwest LRT), METRO D Line (Chicago-Emerson-Fremont Arterial BRT)

*Select all transitways that apply.*

**Upload Map**

1649365748135\_TransitConnections\_BCTC.pdf

*Please upload attachment in PDF form.*

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## Response

*Met Council Staff Data Entry Only*

**Average number of weekday trips**

0

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## A Measure: Usage

**Service Type**

Express Routes

**New Annual Ridership (Integer Only)**

122844

**Assumptions Used:**

*(Limit 2,800 characters; approximately 400 words)*

**Describe Methodology: How Park-and-Ride and Express Route Projections were calculated, which Urban and Suburban Local Route(s) were selected, and how the third year of service was estimated**

Ridership was determined by comparing Passengers Per In-Service Hour (PPISH) of comparative peer route MVTA 495 (weekday and weekend). This route was selected due to similar densities and destinations served and being the only other suburb to suburb express route in MVTA's network. Average PPISH ranged from 10 to 12.

From this analysis we estimate proposed Shakopee to Brooklyn Center express service expansion to have 11 riders per in-service hour. To arrive at final annual ridership, we applied a 3% growth rate each year from 2026 to 2029.

*(Limit 2,800 characters;  
approximately 400 words)*

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## **Measure A: Engagement**

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

i. The census blocks immediately adjacent to the route's northern terminus in Brooklyn Center represent a minority-majority population, with almost all census blocks greater than 50% people of color populations. Census tracts within a quarter mile of the site identify as as high as 97% non-white residents. The block group containing the Brooklyn Center Transit Center contains 80% non-white residents and over 30% people in poverty. The southern terminus of the project reaches Marschall Road Transit Station, which includes some of the most diverse areas in Scott County.

**Response:**

iii. MVTA is approaching the completion of a two-year comprehensive review of transit services in our region. The study consisted of an evaluation of existing fixed route local, express, and on-demand transit, and identifying unmet needs. This included targeted focus-group interviews, including employers, residents, and transit-dependent populations. In-person and online surveys resulted in hundreds of responses and directly shaped the final network recommendation. Specifically, the gap in service between Brooklyn Center residents and employers in Shakopee was a major reoccurring theme heard during engagement and was a major driver in creating this new route.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

**Response:**

A major theme raised during our systemwide study engagement was a disparity between those employed in the area and transportation to and from their homes and these jobs. The mismatch between the where people were employed and could afford to live left both sides struggling; employers were unable to fill positions and transit-dependent populations were unable to access job opportunities. By routing directly to where we are hearing Scott County employees are living, we are able to provide direct access for these riders and not disproportionately force these riders to transfer multiple times in each direction to get to work. By connecting at Brooklyn Center Transit Center, we are able to leverage investments made by the region in the METRO C and D Lines, broadening the reach of this new route throughout Brooklyn Center and North Minneapolis.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

Within ½ mile of identified locations (primarily park and rides and stations): there are 1375 publicly subsidized rental housing units.

Within the MVRTA Service area as a whole:  
Over 11% of the affordable housing need in the region is within the MVRTA service area, compared to 14% of the affordable housing need in the region is in the urban core. Approximately 3.2% of total housing units in the MVRTA area are publicly subsidized, compared to 11.5% in the urban core. 60.3% of the affordable housing built in the past decade in the MVRTA service area was built within the past 5 years.

Response:

*(Limit 2,800 characters; approximately 400 words):*

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1649435650200_Socio_Econ_Rice_Univ.pdf

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## Measure A: Daily Emissions Reduction

New Daily Transit Riders (Integer Only)	337
Distance from Terminal to Terminal (Miles)	39.8
VMT Reduction	13412.6
CO Reduced	32056.114
NOx Reduced	2146.016
CO2e Reduced	4917059.0
PM2.5 Reduced	67.063
VOCs Reduced	402.378



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## Measure A: Roadway, Bicycle, and Pedestrian Improvements

### Response

Brooklyn Center Transit Center is a recently renovated multi-modal facility, with bicycle racks, trail connections, and pedestrian-level shelters and seating. The site is strongly pedestrian-accessible, with multiple direct crossings and direct connections to the surrounding sidewalk. BCTC is adjoined to the Twin Lakes Regional Trail, connecting Twin Lakes with the North Mississippi Regional Park. This project also connects to Marschall Road Transit Station, at which Scott County is currently constructing a multi-million dollar bicycle and pedestrian connection. When completed this fall, MRTS users will have safe, comfortable, and direct access to the Scott County network of trails and sidewalks. BCTC is located along the Regional Bicycle Transportation Network (RBTN) Tier 1 alignment corridor, while MRTS directly connects to a Tier 2 corridor. Both facilities include free bicycle racks for public use.

*(Limit 2,800 characters; approximately 400 words)*

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**  Yes

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## Measure A: Risk Assessment - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

**Response:**

*(Limit 2,800 characters; approximately 400 words)*

## **2.Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.**

50%

**Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**

25%

**Layout has not been started**

0%

**Attach Layout**

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

### **3.Review of Section 106 Historic Resources (15 Percent of Points)**

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge**

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

### **4.Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified**

25%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified**

0%

## 5.Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

100%

### Signature Page

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

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## Measure: Cost Effectiveness

Total Annual Operating Cost:	\$1,170,797.00
Total Annual Capital Cost of Project	\$155,000.00
Total Annual Project Cost	\$1,325,797.00

The annual operating cost was estimated based on the number of platform hours (32.417/weekday) at a cost of \$98.95 per platform hour.

### Assumption Used:

Annual project cost assumes the purchase of 3 - 40' heavy-duty transit buses with a 12-year useful life. These buses will include a full technology package, providing WiFi and CAD/AVL technology to riders. Each bus was estimated to be \$620,000, for a total capital cost of \$1,860,000. Based on FTA's guidelines for useful life (12 years for heavy duty transit buses), a total annual capital cost of \$155,000 was assumed.

(Limit 1400 Characters; approximately 200 words)

### Points Awarded in Previous Criteria

Cost Effectiveness	\$0.00
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## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
LetterOfCommitment_Shakopee-BrooklynCenter_04.2022.pdf	CEO Letter of Commitment	78 KB
LettersOfSupport_Shakopee-BrooklynCenter_04.2022.pdf	Letters of Support	933 KB
Project Summary,Map_Shakopee_BrooklynCenter.pdf	Project Summary, Route Map	261 KB



**Minnesota Valley Transit Authority**

# ADA Policy

## I. ABOUT THE POLICY

Minnesota Valley Transit Authority (MVTA) Policy on Accessibility and Compliance with the Americans with Disabilities Act of 1990 and related State of Minnesota Statutes as Amended, December 10, 2014.

It is the policy of the MVTA to implement the legal requirements of the Federal and State governments in a manner so as to meet the following goals:

1. To encourage individual and dignified use of the transit system with minimal assistance from transit system employees, contractors, and other users.
2. To expedite the safe and efficient boarding, transporting, and alighting of all passengers, regardless of mobility status.
3. To adapt to a wide range of mobility aids within the physical limitations of current vehicles and available commercial standard equipment.
4. To minimize any potential damage to mobility aids from the onboard securement system.

To accomplish this policy, the following specific actions have been adopted the 28<sup>th</sup> day of June, 2006, revised the 24<sup>th</sup> day of January, 2007, revised the 31<sup>st</sup> day of October, 2012, revised the 10<sup>th</sup> day of December 2014 and revised on the 29<sup>th</sup> day of April 2020.

## II. APPLICATION OF POLICY

This policy applies to MVTA services, facilities, and vehicles. This includes all contracted services operated by other private and public operators. This policy is not intended to suggest or require compliance by other operating entities, including Metro Transit, other Metropolitan Council general public service providers, or Metro Mobility and its contracted agencies and operators.

## III. FACILITY AND VEHICLE DESIGN REQUIREMENTS

All MVTA facilities and vehicles shall meet or exceed the minimum requirements for accessibility, including but not limited to 49 CFR Parts 27, 37, and 38, MN Stat. Ch. 299A, and MN Rules Ch. 7450. MVTA shall exceed the minimum requirements in the following way(s): All transit vehicles shall be equipped with two forward-facing securement positions, including those vehicles 22 feet long and under. Transit vehicles may be equipped with one or more combination positions which shall provide a compliant forward-facing position and a rear-facing position which need not include a compliant occupant-restraint system when used in the rear-facing manner. All vehicles shall be equipped with a kneeling feature if that feature is offered by the manufacturer.

## IV. VEHICLES DESIGN RECORDS

Records will be maintained describing the lift and securement equipment on each MVTA transit vehicle. This information will include the design capacity of the devices to allow determination of what vehicles may be able accommodate passengers in various types of non-conforming mobility aids.

## V. VEHICLE ASSIGNMENT

The assignment of particular vehicle types will be made on the basis of total ridership demand. Recognizing that certain vehicle types may be available to only one MVTA contractor, buses cannot and will not be assigned on the basis of their accessibility features. Given the sensitivity of certain passengers using mobility

aids to particular vehicle designs, however, staff will work with those passengers to alert them to changes in the vehicle assignments as they affect accessibility features when quarterly and special service changes are made.

## VI. MOBILITY AID

Mobility aids belong to any class of two-, three- or more-wheeled devices, usable indoors, designed or modified for and used by individuals with mobility impairments, whether operated manually or powered.

## VII. BOARDING

Passengers who use mobility aids requiring the deployment of the lift or ramp will board prior to other passengers, unless the passenger requests otherwise. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to directly assist passengers upon request by briefly pushing the mobility aid (including up a steeply sloped vehicle ramp), and by properly operating the vehicle lift/ramp and securement systems. At locations where there is no curb or sidewalk, operators may require passengers to move their mobility aid a short distance to allow for proper and safe deployment of the lift or ramp.

A personal care attendant is permitted to accompany the passenger on the vehicle lift/ramp if requested, provided the combined weight of the passenger, mobility aid, and attendant does not exceed 600 pounds. The attendant is not permitted to operate the lift or ramp.

## VIII. FARES

Fares for users with limited mobility are set by the Metropolitan Council. Riders must display a qualifying identification card, as determined by the Council, upon request of the operator. Operators must assist with fare payment upon request. It is the responsibility of passengers requiring fare payment assistance to have their fare ready and in a convenient location. A personal care attendant accompanying a qualified passenger rides for free.

## IX. PRIORITY SEATING/SECUREMENT AREA

A priority seating area shall be designated at the front of each vehicle for passengers with limited mobility not using a secured mobility device. Operators are required to ask passengers occupying these seats to vacate them upon request of boarding passengers. Operators are not required to enforce the priority seating designation beyond making such a request.

An area shall be designated close to the lift or ramp entrance for the securement of mobility aids. If this area is occupied by ambulatory passengers and a passenger in a mobility aid boards the vehicle, operators will request those passengers to relocate, and passengers are required to relocate upon the operators request, unless the bus is already so full that those ambulatory passengers would be unable to safely stand.

## X. SECUREMENT AND RESTRAINT

It is MVTA policy that mobility aids be secured by the operator while onboard MVTA vehicles. The standard for securement is that operators must make their best effort to secure the chair, not securement to the satisfaction of the operator. Operators will receive training in the proper securement of mobility aids both in



the hiring process and in regular in-service retraining. A personal care attendant may assist in the securement procedure but the operator must always examine the securements before proceeding.

A conforming lap and shoulder belt shall be provided in the forward-facing securement areas. It shall be recommended to all passengers riding in a secured mobility aid that they be restrained using the lap and shoulder belt, however, it will not be required.

Mobility aids placed in an approved rear-facing position shall be secured by the design of the position which may be entirely passive or include a securement strap to restrict lateral movement. In the latter case, deployment of the securement strap either by the operator, the passenger, or an attendant is required, and operator inspection of the strap deployment is required if it is deployed by the passenger or an attendant.

A conforming lap and shoulder belt need not be provided for the rear-facing use of a combination position and even if such a lap and shoulder belt is provided, it is not required to be used except on request of the passenger. Passengers requesting use of the lap and shoulder belt must be carried in a forward-facing position if a conforming lap and shoulder belt is not available for a rear-facing position.

## XI. TRANSFER TO FIXED SEATING

Operators shall recommend that users of scooter type conforming mobility aids transfer to fixed seating and allow only the mobility aid to be secured to the bus; furthermore, operators may recommend that users of other particular mobility aids transfer if they believe it to be in the passenger's safety interest due to the design of the mobility aid. Under no circumstance may operators require a transfer, even if the mobility aid is not able to be secured to the operator's satisfaction. Operators are required to use their best effort to secure all mobility aids whether occupied or not.

## XII. WHEELCHAIR SECUREMENT TRAINING PROGRAM

Staff shall implement a program for users of mobility aids to improve operators' ability to correctly secure mobility aids. This program may include but not be limited to marking of preferred attachment points for securement devices, attachment of tether straps where appropriate attachment points are not available, and passenger training on identifying preferred securement methods to operators on vehicles with different securement systems.

## XIII. SERVICE ANIMALS

Persons with a disability requiring the use of a service animal shall be permitted to board with such animal. Operators are permitted to request that persons traveling with a service animal identify that the animal is performing a service function either by verbal or visual means, including but not limited to identifying equipment or markings attached to the animal.

## XIV. ANNOUNCING OF STOPS

Operators are required to announce inside the bus all upcoming time points, transfer points that are not time points, and stops at signalized intersections, as well as any other stops requested by riders.

Operators are required to announce both the stop location and any transfer routes. MVTA staff will develop a program to identify to operators those stops that must always be announced.

Operators are required to announce to persons outside the bus at stops the route number, plus the direction and destination where necessary to clearly identify the trip to waiting passengers.

Operators are required to use provided public address systems to make these announcements, except on 25-foot and smaller buses where announcements may be made without the use of the public address system provided the announcements can be clearly heard throughout the bus.

## XV. ALIGHTING

Passengers who use mobility aid devices will ordinarily alight after other passengers at the same stop. Operators are required to kneel the bus if requested and so equipped, or to deploy the lift or ramp if requested, even if the passenger is not using a mobility aid. Operators are required to assist passengers upon request. At locations where there is no curb or sidewalk, operators may suggest an alternate stop to allow for easier deployment of the lift or ramp; however, operators are required to allow passengers to alight at their requested stop unless doing so is likely to damage the lift/ramp or prevent it from operating properly.

## XVI. USE OF ACCESSIBILITY DEVICES BY RIDERS NOT USING A MOBILITY AID

Operators shall operate the vehicle lift/ramp and/or kneeling feature upon request for all passengers. This includes use of the lift/ramp for strollers. The mobility aid securement system may only be used to secure a mobility aid. The lap-and-shoulder belt may only be used to restrain a passenger riding in a secured mobility aid.

## XVII. REPLACEMENT VEHICLES

If there is a failure of the lift/ramp or securement devices, a replacement vehicle must be dispatched if the next trip to the destination of any passenger using a mobility device is scheduled in more than 30 minutes. If the next trip to the destination of any passenger using a mobility device is scheduled in 30 minutes or less, a replacement vehicle may be dispatched if available.

# Population/Employment Summary

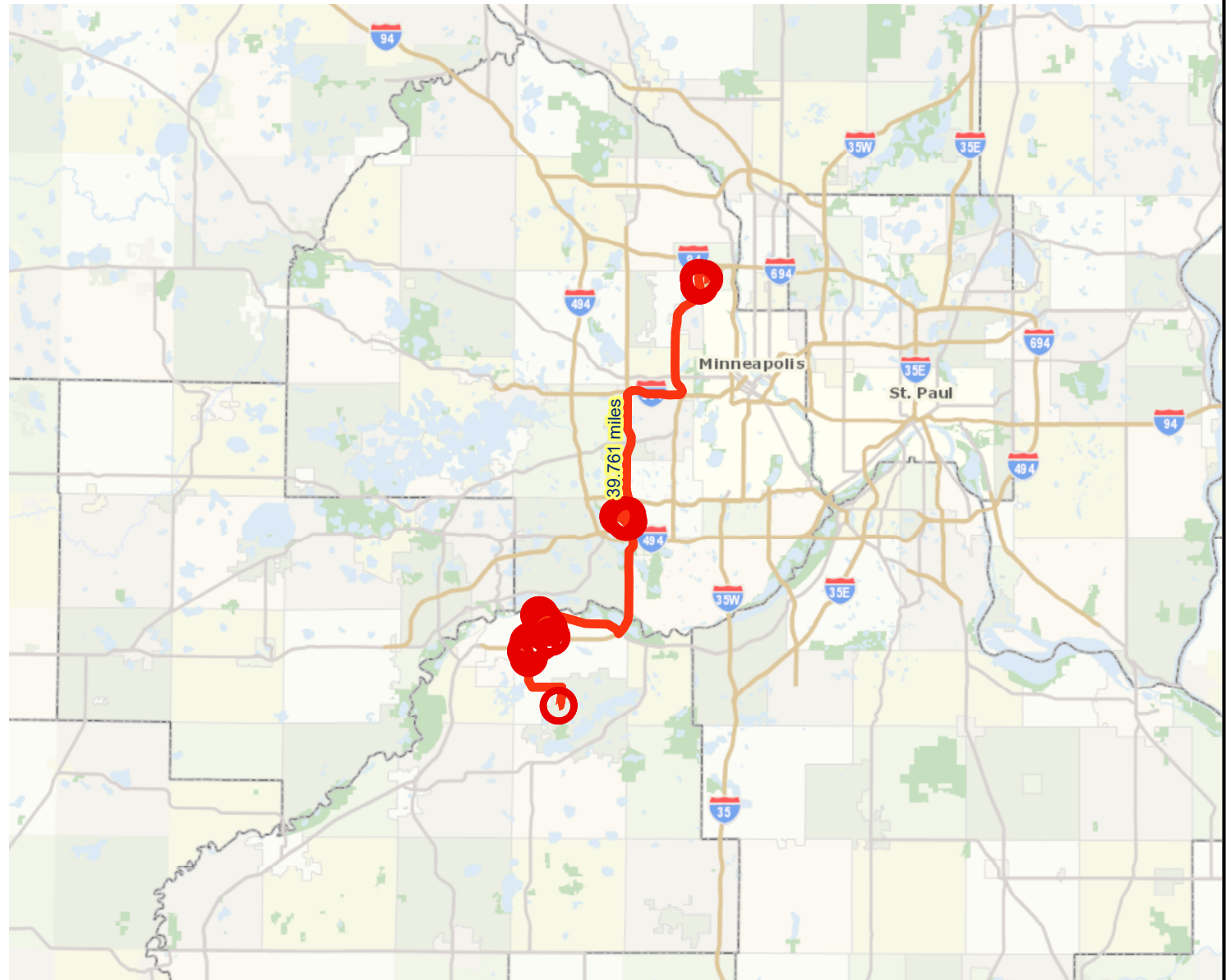
Transit Expansion Project: Shakopee to Brooklyn Center | Map ID: 1649341050848

## Results

Within QTR Mile of project:  
Total Population: 34516  
Total Employment: 28876  
Postsecondary Students: 0

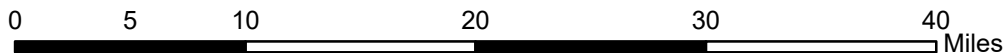
Within HALF Mile of project:  
Total Population: 42801  
Total Employment: 40633  
Postsecondary Students: 0

Within ONE Mile of project:  
Total Population: 69797  
Total Employment: 61218



 Project Points  Project Area

 Project



Created: 4/7/2022  
LandscapeRSA4

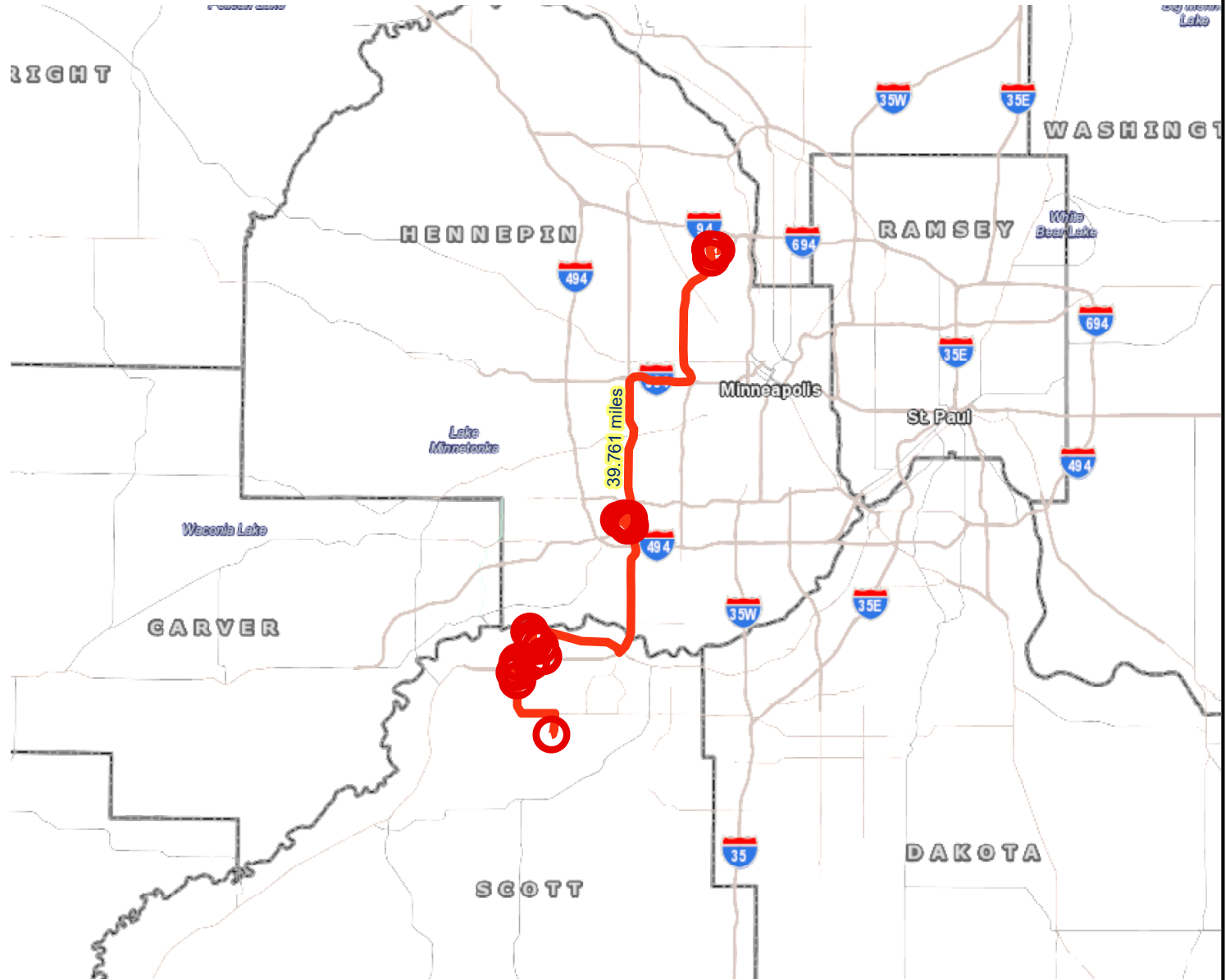


For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



# Transit Connections

Transit Expansion Project: Shakopee to Brooklyn Center | Map ID: 1649341050848



## Results

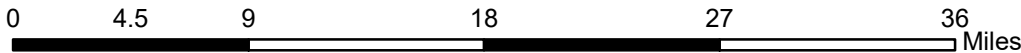
Transit with a Direct Connection to project:  
22 447 490 493 495 497 499 5 600 717 721  
722 723 724 761 801 923

- \*63rd Avenue/Zane
- \*D Line
- \*Green Line Extension
- \*Highway 169

\*indicates Planned Alignments

Transit Market areas: 2, 3, 4

- Project Points
- Project
- Project Area



Created: 4/7/2022  
LandscapeRSA3



For complete disclaimer of accuracy, please visit  
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



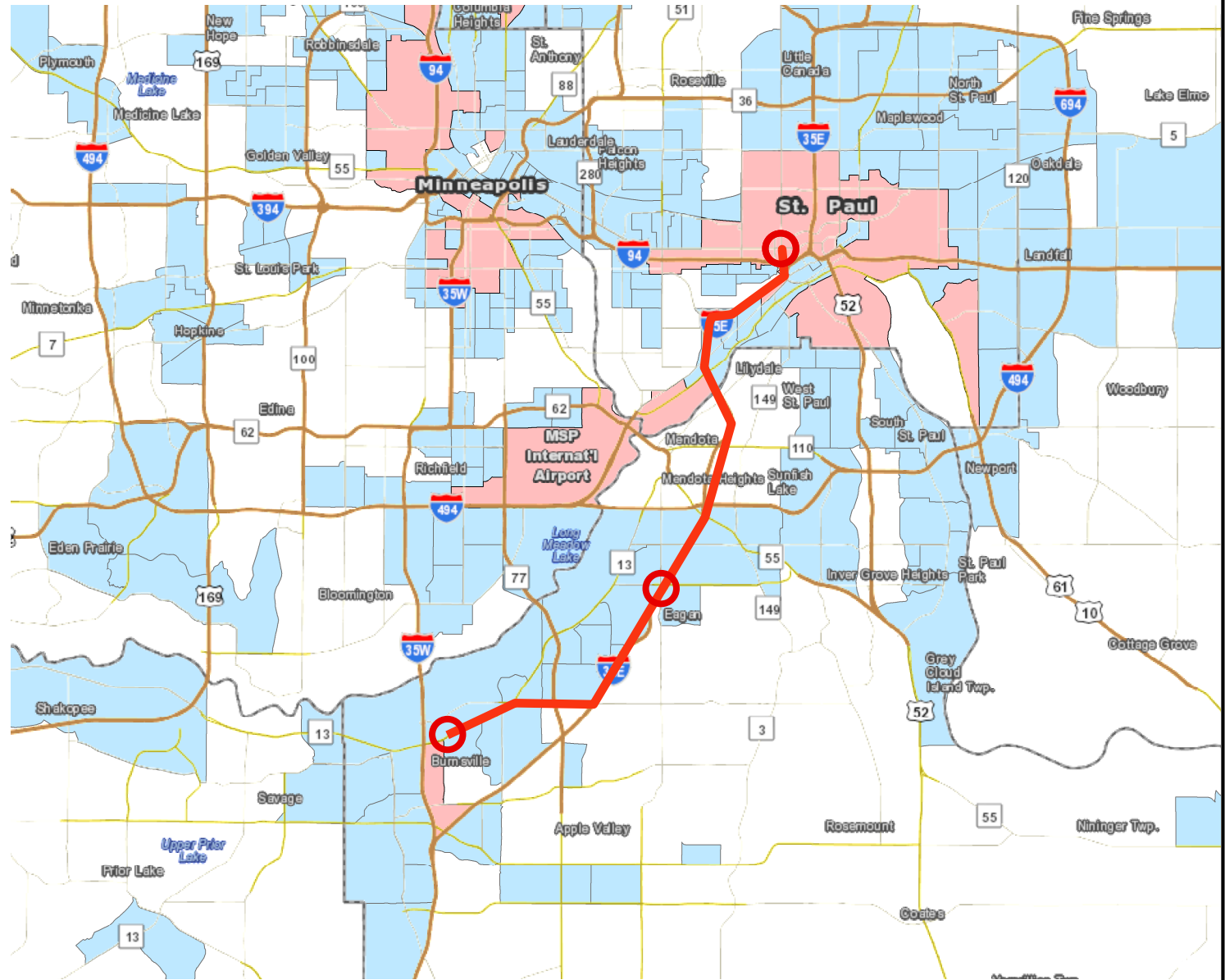
# Socio-Economic Conditions





Transit Expansion Project: Rice/University Express | Map ID: 1649367015212

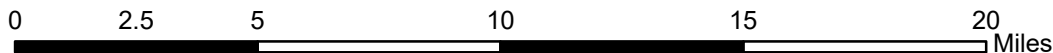
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4418

Project located IN an Area of Concentrated Poverty.



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



Created: 4/7/2022  
LandscapeRSA2



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April 14, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

The Minnesota Valley Transit Authority (MVTA) is excited to submit a request for funding through the 2022 Regional Solicitation for transit expansion, Shakopee to Brooklyn Center. The service concept comes from customer requests and employer requests within Scott County.

Shakopee to Brooklyn Center will connect employees to large employers within Scott County, while providing a sustainable, reliable, and efficient way to travel. The MVTA is requesting \$4,297,912 in federal funds, including capital dollars for bus procurement and operating dollars for three-years of service, and will provide the local match (\$1,074,478), for a project total of \$5,372,391.

MVTA is the second-largest public transit agency in Minnesota based on ridership and provides public transportation to the fast-growing population and employment centers in Dakota County and Scott County. We presently operate twenty transit stations and park and ride facilities in our service area. As the major transit provider for the southern metro area, MVTA is equipped to operate and maintain transit facilities. MVTA is committed to providing transit services through an efficient, integrated network of facilities and services.

We appreciate your consideration. Please contact Vicky Loehrer, Program Administrator, at [VLoehrer@mvta.com](mailto:VLoehrer@mvta.com), if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Luther Wynder". The signature is written in a cursive style and is positioned above a horizontal line.

Luther Wynder  
MVTA Chief Executive Officer



## SCOTT COUNTY TRANSPORTATION SERVICES DIVISION

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COUNTY HIGHWAYS, MOBILITY MANAGEMENT, FLEET  
200 FOURTH AVENUE WEST · SHAKOPEE, MN 55379  
(952) 496-8346 · Fax: (952) 496-8365 · [www.scottcountymn.gov](http://www.scottcountymn.gov)

**LISA J. FREESE**  
Transportation Services Director

**ANTHONY J. WINIECKI, P.E.**  
County Engineer

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitations for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities.

Scott County is the second fastest growing county by population in the state and is home to several large employers, including Fortune 500 companies. With this knowledge, MVTA has developed a service concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these locations and employers in Scott County. This route is important and supported by the work that we did as a part of the 2017 TH169 Mobility study done in partnership with Scott County, MnDOT and Metro Council. Building ridership along TH 169 will improve the feasibility of a bus rapid transit system in the corridor in the future. This transit service will filling an important need of connecting job seekers along the corridor up to Brooklyn Center with jobs in Scott County.

Reliable public transportation connections to and from the region expand the employment pool and employee opportunities.

I fully support MVTA's request for funding in the 2022 Regional Solicitation Program.

Sincerely,

Lisa Freese, AICP  
Transportation Services Director



April 11, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101  
United States

**Re: Minnesota Valley Transit Authority (MVTA) solicitations for funding in the 2022 Regional Solicitation Program**

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area and in some of Minnesota's fastest-growing communities.

Scott County is the second fastest growing county by population in the state and is home to several large employers, including Fortune 500 companies. With this knowledge, MVTA has developed a service concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these locations and employers in Scott County.

Reliable public transportation connections to and from the region expand the employment pool and employee opportunities.

I fully support MVTA's request for funding in the 2022 Regional Solicitation Program.

Sincerely,

William H. Reynolds  
City Administrator





4646 Dakota Street SE | Prior Lake, MN 55372  
952.949.9800 | [www.cityofpriorlake.com](http://www.cityofpriorlake.com)

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April 7, 2022

Metropolitan Council  
Attention: Elaine Koutsoukos, TAB Coordinator  
390 Robert Street North  
Saint Paul, Minnesota 55101

**Re: Minnesota Valley Transit Authority (MVTA) solicitation for funding in the 2022 Regional Solicitation Program - Transit Expansion - Brooklyn Center to Shakopee**

Dear Elaine Koutsoukos,

I write to extend my support of Minnesota Valley Transit Authority's (MVTA's) solicitation for funding in the 2022 Regional Solicitation Program. MVTA is the major public transit provider in the southern metro area. This area includes many of Minnesota's fastest-growing communities, and many large employers, including several Fortune 500 companies.

MVTA's objective with the request is to implement transit service expansion from Brooklyn Center to Shakopee. The program will be all-day, suburb-to-suburb express service between transit hubs in these two cities. This is an example of innovative suburb-to-suburb service and urban-to-rural service including reverse commutes. The new program will create connections to employers in Scott County.

Reliable public transportation connections within our region expand the employment pool and employee opportunities. Benefits include gaining equity in our societies and gaining traction with imperative environmental and social sustainability efforts.

I fully support MVTA's application to request funding for this project.

Sincerely,

Kevin Burkart  
Councilor, City of Prior Lake  
Chair, Minnesota Valley Transit Association  
Chair, Suburban Transit Association  
Chair, Highway 169 Corridor Coalition  
Vice Chair, Scott County Unified Transit Management Task Force  
Alternate, Transportation Advisory Board  
952-457-8066  
[kburkart@priorlakemn.gov](mailto:kburkart@priorlakemn.gov)

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# Transit Expansion Shakopee to Brooklyn Center

## Minnesota Valley Transit Authority

### Submission for Award Consideration in the 2022 Regional Solicitation Program

#### About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

#### Route Concept: Shakopee to Brooklyn Center

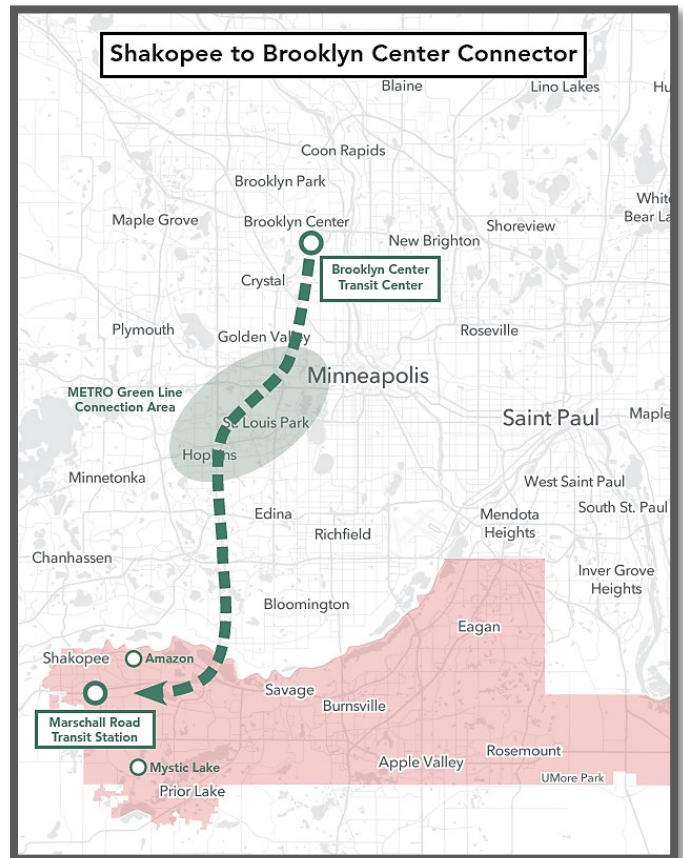
In 2020, the Minnesota Department of Administration State Demographic Center released population estimates<sup>1</sup> showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019.

As home to several large employers, including Fortune 500 companies, as highlighted on the Scott County Community Development Agency (CDA) Major Employers page<sup>2</sup>, building reliable public transportation connections to and from this region would prove beneficial for local and neighboring communities alike.

Some of the notable businesses in this county include SMSC Gaming Enterprise, Amazon, Valley Fair Amusement Park, Cyberpower Systems, Inc. Canterbury Park, Mayo Clinic Health System, Shutterfly, and more.

MVTA has developed a concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these and other employers in Scott County.

Public transportation fulfills a particular travel need, particularly when tied to employment opportunities and operated with strategic and meaningful connections in mind.



**TOTAL PROJECT COST \$5,372,391**  
Requested Federal Funds **\$4,297,912**  
Local Match Funds **\$1,074,478**

<sup>1</sup><https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>

<sup>2</sup>Scott County Major Employers - Scott County CDA ([scottcda.org](http://scottcda.org))